

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
STREET COMMITTEE

Tuesday February 12, 2002
MAG Offices, Saguaro Conference Room
302 North First Avenue, Suite 200
Phoenix, Arizona 85003

MEMBERS ATTENDING

Don Herp, Phoenix, Chairman
James Zumpf for Andrew Smith, ADOT
David Cano for Jim Badowich, Avondale
Dan Cook, Chandler
*Shane Dille, Gila Bend
*Bruce Ward, Gilbert
Alan Grover for Dan Sherwood, Glendale
Charles Hydeman, Goodyear
Jim Ricker, Guadalupe
*Doug Pike, Litchfield Park
Chris Plumb, Maricopa County

*Kevin Wallace, Mesa
Andrew Cooper, Paradise Valley
Burton Charron, Peoria
*Bob Ronzo, Salt River Pima-Maricopa
Indian Community
Aaron Iverson, Scottsdale
Brian Pirooz, Surprise
Larry Shobe, Tempe
*Ralph Velez, Tolleson
*Jesse Mendez, Youngtown

* Members neither present nor represented by Proxy

OTHERS PRESENT

Charlene FitzGerald , ADOT
Paul Ward, MAG

Stephen Tate, MAG

1. Call to Order

The meeting was called to order by Chairman Don Herp at 1:32 p.m.

2. Approval of the November 13, 2001, Meeting and December 11, 2001, Special Meeting Minutes

The minutes for both of these meetings were unanimously approved.

3. Call to the Audience and Stakeholders

No members of the public expressed a desire to address the Committee.

4. Transportation Programming Manager's Report

This agenda item was combined with agenda item 5.

5. Initial and Interim Closeouts of the FY 2002 MAG Federally Funded Program

Paul Ward briefly discussed federal funding projections and their potential impact on the MAG

programming process. He noted that the Federal Highway Administration's FY 2002 projections showed a \$12 million decline in Surface Transportation Program (STP) funding sub-allocated to urbanized areas in Arizona with populations of 200,000 or more population. He noted that this decline is suspect as it involved the inconsistent use of census data.

He went on to indicate that longer term federal funding projections were down 29 percent nationwide and that these projections are being reviewed by the General Accounting Office. He suggested that if these projection proved accurate, that it may prove more difficult to accelerate projections due to funding short falls and current funding commitments.

Charles Hydeman indicated that Goodyear hoped to accelerate an FY 2004 project. Mr. Ward went on to inform the Committee that requests to defer federally funded projects were due to MAG by **Friday, March 1.**

6. Report on the Status of Federally Funded Projects Programmed for Fiscal Years 2002 through 2003

Stephen Tate distributed a status report on FY 2002 and 2003 projects programmed with MAG federal funds. He noted that the report now listed FY 2002 projects that were not expected to obligate by the end of the fiscal. He noted that a Goodyear bicycle project was included in the list due to information provided by the agency indicating that the project was not financially feasible, but that the agency was working with the MAG Regional Bicycle Task Force to redefine the project so that it may be obligated this fiscal year.

7. Report on the Status of the FY 2003-2007 MAG Transportation Improvement Program

Mr. Ward indicated that he was still waiting on information and that he would provide a status report at the next meeting of the Committee.

8. Distribution of Congestion Management System Forms

Mr. Tate distributed a copy of the Congestion Management Form and indicated that the form was part of the adopted Congestion Management System (CMS). He noted that the CMS was required for urbanized areas like MAG that were in nonattainment for one or more pollutants. He added that the CMS form was intended to document that agencies that are adding lanes for single occupant vehicles (SOV) are complying with the TEA-21 requirement for prior consideration of alternatives to lane additions for SOVs. Mr. Tate went on to indicate that the form should be signed by an agency's manager or public works director and that the forms were due by the next Street Committee meeting.

9. Local Government Safety Model Training

Mr. Tate gave a brief presentation on a computer program developed by ADOT to assist local governments analyze safety data and complete application data for federal safety money. He noted that the program was a Microsoft Access 97 application that provided easy access to Accident

Location Information and Surveillance System (ALISS) data.

Mr. Tate then provided a brief demonstration of the program, noting that reports generated from the application mirrored those required to apply for safety funding. He also noted that ADOT would provide a training class on how to use the software in March and that an application form for the class had been included in the packet mailed to the Committee.

Mr. Christopher Plumb noted that care should be taken when working with ALISS data. For example he noted that when the age of a driver was unknown, it was assumed in the database that the driver's age was over 80. The Chairman noted that at the training class, participants would be provided with a disk containing ALISS data for their area.

10. Update of HPMS Section and Local Street Mileage Data

Mr. Tate provide a brief overview. He noted that every year, MAG on behalf of ADOT HPMS data and that this data is incorporated into national highway statistics and plays a role in federal funding distribution formulas. He noted that the agenda packet included a breakdown of local mileage between rural and urban areas by MAG member agency, a definition of the term "local street" and a map delineating the urban area boundary. He stated MAG needed the mileage table updated and returned to MAG by March 8, 2002.

Mr. Tate then provided a brief demonstration of a Microsoft Access application that had been developed to collect HPMS segment data. He noted that the application was very similar to the one that had been provided in previous years. He added that the updated data was need by March 8, 2002. Dan Cook clarified that only HPMS sample segment data needed to be updated and that updates to other HPMS segments was purely optional.

11. Adjournment

The meeting was adjourned at 2:15 p.m.